

**Utah Department of Transportation
Utah Transportation Commission
STAFF UPDATE MEETING
March 17, 2016**

The Utah Transportation Commission and UDOT staff members met for a Staff Update Meeting on Thursday, March 17, 2016 at 1 p.m. at the Holiday Inn Express, located at 1515 North Highway 191 in Moab, Utah.

Those in attendance included:

- Commission Members: Kent Millington, Meghan Holbrook, Wayne Barlow, Dannie McConkie, and Naghi Zeenati
- UDOT Staff and others: Carlos Braceras, Shane Marshall, Randy Park, Linda Hull, Nathan Lee, Bill Lawrence, Bob Pelly, Jason Davis, Joe Walker, Elizabeth Weight, Kris Peterson, Teri Newell, Brent Schvaneveldt, Rick Torgerson, Kevin Kitchen, Robert Dowell, Kirk Thornock, Heather Barthold, Becky Bradshaw, Ben Wurthrich, Andrew Gruber, Brigitte Mandel

REGION FOUR PRESENTATIONS

Moab City

Rebecca Davidson, Moab City Manager, shared the 2015, 4th Quarter Moab Economic Report. She talked briefly about pedestrian and truck traffic safety issues, and how to accommodate everyone that is coming through. She noted that 25% of the downtown area's traffic is trucks. Trucks have been asked to utilize the left lane so as to not interact with cars in the parking lane.

Rebecca also discussed drainage and widening needs of US-191 from 400 North to the Bridge. A discussion of how to get rain waters to the Colorado River took place.

Arches

Kate Cannon, with the National Parks Service, who manages Arches and Canyonlands National Parks, and Hogan Weep and Natural Bridges National Monuments, gave a presentation on traffic issues at Arches. She reviewed the 2015 Memorial Day holiday traffic crisis where traffic on US-191 was backed up in both directions as people tried to get into the park, and a stop sign was the only traffic control device for people trying to leave Arches and go into town. At the time, UDOT and UHP had to close the intersection, and afterwards sat down to discuss how to address such an issue in the future.

Kate talked about how park visitation numbers has increased over the last 10 years, and noted that parking space has increased by over 30% in the last eight years. She went over proposed improvement plans including lane widening and addition at the park entrance, a bypass road that could be used to move employees and people with park passes through and a roundabout. She also discussed a congestion management plan, with proposed solutions such as offering off-peak rates, a timed entry system, constructing additional parking lots, expanding entrance road, and hiring parking lot attendants. She said that no solution is pain free. Kate said that her group has been working with those who interact with visitors (hotels, restaurants, shops, etc.) on giving alternate options. She also mentioned that a shuttle system study proved to be too costly to be an option. Also discussed was the installation of a permanent camera at the park entrance which will be linked to a QR code that people can pull up before coming to the park and help with traffic monitoring.

Kate also talked about two road rehabilitation projects that will be done in two phases; the first in 2017, from the Devil's Garden area to Delicate arch; and the second, in 2021, from Delicate Arch out to US-191. She said night operations will be pursued. A discussion took place of working with Federal Lane Access Program to explore combining the two rehabilitation projects.

Grand County

Zacharia Levine, Grand County Community Development Director, spoke on behalf of Grand County Council

Chair Elizabeth Tubbs on upcoming projects such as the Spanish Valley Drive resurfacing project, and the Mill Creek Drive realignment. He also talked about the US-191 Corridor Preservation Study and Management Plan. He talked more about Spanish Valley Drive, which, in addition to US-191, is a primary north-south corridor, and about the right of way ownership issues along that roadway.

MAG/REGION THREE FEDERAL/STATE FUND EXCHANGE UPDATE

Brent Schvaneveldt, Region Three Program Manager, gave a presentation of the MAG/UDOT Funds Exchange Pilot Program, which he called a “win-win-win”. In the program, MAG’s federal STP funds would be exchanged for UDOT’s state funds, improving how projects are delivered, allowing time to be saved and giving locals more ownership of their projects and ability to make decisions with money. MAG and UDOT agree to exchange FY 2017 and 2018 funds as a pilot program. MAG will receive \$.85 state funds for every \$1 federal funds that it gives to UDOT.

The objective of this program is to reduce the costs involved in following the federal process by 20-30%, and reduce project delivery time by approximately 1-2 years. UDOT is better prepared to use federal funds through the federal process, and other benefits of this program include: allowing Federal Highway Administration to focus on larger, more impactful projects, allowing local jurisdictions to benefit from cost and time savings associated with local process, reduced UDOT project management and accounting workload, and quicker federal fund obligation.

Brent went over the major differences between project exchanges and program exchanges, including: instead of project for project exchange, many projects will be exchanged, no match is required, a UDOT Project Manager will consult, not manage, funds will be transferred to the MPO, instead of being reimbursed by UDOT, and the MPO will sweep the leftover funds instead of UDOT.

Brent said the next step is to work with Utah County to get on the same page, and after the process is refined, it will be presented to the technical and regional planning groups before coming back to the Commission for approval.

A discussion took place about what to do with the additional federal dollars after the exchange took place. Brent said it would be favorable to the MPO to spend the money in the MPO area. A discussion about potential scope of work issues also took place. Carlos Braceras, UDOT Executive Director proposed not committing to a formal policy even at a program level; he said the Commission should have the flexibility to spend money where they think need is.

FEDERAL LEGISLATION UPDATE

Nathan Lee, UDOT Planning and Programming Director, updated the group on the Fixing America’s Surface Transportation (FAST) Act. He reviewed the last five year’s Federal program funding, and a project annual obligation chart that included current MAP-21 services and a cliff scenario, in which no new net revenue was received.

The FAST ACT authorizes \$305 billion for Federal highway, transit and rail programs, providing five years of predictable, consistent funding with modest funding increases to keep pace with inflation. Utah’s apportionment will rise by 5%, from \$335 million to \$352 million in the first year and to \$385 million by 2020.

Nathan reviewed the current Allocated Core Highway Programs with the FAST Act and noted any changes. Continuing programs include: National Highway Performance Program, Highway Safety Improvement Program, Railway-Highway Crossings Program, Congestion Mitigation and Air Quality Improvement Program, and Metropolitan Planning Program.

The Surface Transportation Program has been moved into a block grant, (STBGP). Carlos Braceras explained this change will give more flexibility to allow the Commission to spend the right amount of money at the right

time on the right project. Under the STBGP, the amount going to local governments increases 1% per year from 50% to 55% over the life of the bill, decreasing the State's share of these funds. The Transportation Alternatives Program was folded into STBGP.

The FAST Act created two new programs designed to help states and local governments plan and fund freight mobility projects. The National Highway Freight Program is distributed to States by formula for highway freight improvement projects. UDOT will receive \$10.6 million in the first year of this program, which steadily increases to over \$14 million in FFY 2020. Utah has recently completed a freight plan; the plans must be update every five years.

The National Significant Freight and Highway Projects FASTLANE is a new competitive grant program. Authority for selection is administered by the FHWA. Total project costs must be at least \$100 million to be eligible, and 10% of total funding is reserved for small projects and 25% is set aside for rural projects.

Nathan reviewed the one TIGER and two FASTLANE projects that UDOT will be submitting applications for: SR-172, Widen to 4 lanes from I-80 to SR-201/Railroad Grade Separation, I-15 Southbound Aux/GP Lane and Managed Motorways, and I-15, Add NB and SB Passing Lanes from MP 135 to 142.5 respectively. The Commission's consensus was to proceed with the proposed submittals; they agreed that they would be willing to amend the program if these projects were to be selected.

Next, Nathan went over the repurposing of an available \$37.6 million of earmark funds from 86 projects that is coming back to the Department. Requirements include that whatever project you spend money on has to be 50 miles from where the earmark was; the project list must be given to FHWA by September 2016 and projects must be obligated by September 2019. Brigitte Mandel, FHWA Assistant Division Administrator, clarified that this is a one-time deal; once the money is put on a project, it has to remain with that project.

Carlos shared his goal of providing the Commission with a project list that all MPOs, local governments and Regions are in agreement on. UDOT will be responsible outreach efforts, meeting with MPOs independently and letting them know they have opportunities to make public comments at Commission meetings. Chairman Millington proposed having an agenda item for this issue at every meeting for a progress update and public and MPO input/comments. He said it can also serve as a discussion opportunity if Nathan's group has heard additional input since the previous Commission meeting, so the Department can legitimately say they have been diligent. In order to get MPOs and the Commission to take action, a draft list is needed by July. Approval and submittal will take place in September.

Chairman Millington asked if there was a breakdown of how much money would be allocated to specific MPO areas. Shane Marshall, UDOT Deputy Director said a map graphic per Region needs to be developed and made available to the commissioners to answer this question.

LEGISLATIVE UPDATE

Linda Hull, UDOT Policy and Legislative Services Director gave an update on the following bills that were passed from the 2016 Legislative Session. Bills will be effective May 10, 2016.

HB 369 – Electronic Device Location Data Amendments

Two years ago, a bill was drafted broadly so the government couldn't obtain private information; this prohibited the Department to use even anonymous location information like Google Maps travel speeds, etc. Other states were having the same problem. This amendment allows Government entities to receive and utilize data as long as it has been anonymized. The data can't be used by law enforcement for investigation purposes.

A bill may needed in the future to address concerns with autonomous vehicle and connected vehicles technologies.

SB 177 – Nighttime Highway Construction Noise Amendments

This is a consensus bill that changes the way permits are obtained. Interstates are exempt from noise restrictions. On any State highway under 55 miles per hour, mitigation or best management practice is required for how noise will be addressed for impacted residents (notification requirements, etc.) but most importantly, when looking to do night work, UDOT will not just be looking nighttime noise impacts, but a broad evaluation of the net impact of entire community to include businesses and commuters if daytime construction is selected.

UDOT will engage with local communities early in the process, during preconstruction prior to bid, to determine why night work is the right thing to do. There will be a process for local entities to appeal the decision to do night work.

A noise permit will still be secured so the contractor can show that they're there working at night legally. To provide a written agreement between local entities and UDOT of how noise impacts will be handled.

Commissioner Zeenati asked what defined best management practices. Shane Marshall said an example of best practices are not doing jackhammering or pile driving outside someone's door, and saving those operations during the day. Carlos Braceras added that putting people in a hotel for that kind of work is another option.

HB 29- Transportation Interim Committee Reports Amendments

This bill eliminated unneeded UDOT reports. Linda said code has changed to say that the annual road transfer report is given by either UDOT or the Commission, and that the annual State Highway System report is a joint report from UDOT and the Commission. Carlos Braceras said it's his goal to bring the State Highway System report to the Commission for review and input the month before it is given.

HB 60 – Class B and Class C Road Fund Amendments

Was requested by the Association of Counties and Leagues.

HB 280 – Autonomous Vehicle Study

A report will be given to the Legislature to update on autonomous and connected vehicle technologies. Linda said, once completed, a copy of the study will be provided to the Commission.

Chairman Millington mentioned the March 7, 2016 Times article, *Why You Shouldn't Be Allowed To Drive*, which is about the reduction of accidents that have resulted from connected vehicles.

HB 318 – Point of the Mountain Commission Act

A Commission is being formed to do a study and report recommendations of what to do with the prison property, once the prison is relocated. UDOT, UTA and MPO entities are to be included in the long term planning. Carlos Braceras talked about how the Commission will be assembled (co-chaired by a Legislative member and someone from GOED), and what processes will take place.

HB 448 – Airport Fee Amendments

State code requires Pat Morley to license airports in the State every year. Airport licensing has been eliminated which puts Utah back in the majority, as most states don't license airports.

SB 74 – Aviation Amendments

This bill stemmed from concerns of airplane owners and operators that registration fees aren't being paid fairly. The bill will give the Aeronautics group more responsibility of following up to make sure fees are properly noticed and paid.

SB 86 – School Building Coordination

The Department didn't request this bill, but liked it. Before a school acquires property, they'll be required to contact UDOT and utility companies so transportation safety issues can be addressed before the school opens.

SB 161 – Highway Sign Amendments

This bill stemmed from the Traverse Ridge sign on I-15, which is doing illegal off-premise advertising. The bill defines uniform commercial development in code. If signs are found to be out of compliance, enhanced penalties will be enforced.

FISCAL UPDATE

SB 80 – Infrastructure Funding Amendments

Becky Bradshaw, UDOT Finance Director, gave an explanation of SB 80 – Infrastructure Funding Amendments, which was initially drafted to give money to Division of Water Resources. Becky and Carlos Braceras explained the history of the earmarks that go into the Transportation Fund.

To address this bill, and to have zero impact to the Transportation Fund, .025% and 1/16% sales tax were transferred over to the TIF, and the all but 1.8 cents per gallon of the 1997 Motor Fuel Tax was moved from the TIF to the Transportation Fund. \$6 Million Department Efficiencies Funds will be kept in the Transportation Fund. With this bill, in FY2017, the Transportation Fund receives \$6.9 million more than it would have without the bill, but the TIF is short \$15.8 million.

Becky reviewed the estimated revenue of how the earmarked funds will be phased out from FY2017 to 2023.

FY2017 UDOT Funding

Becky gave a Prezi presentation on UDOT's total appropriated FY2017 budget that detailed the revenue and expenditures of each of UDOT's Funding Sources (Transportation Investment Fund, Transportation Fund, Federal and Aeronautics) and the expenditures that are made for 2017.

For example, the Transportation Investment Fund (TIF) is 4% Motor and Special Fuel tax, 12% Motor Vehicle Registration, and 84% Sales Tax. 50% of the TIF goes to bond payments, and 50% goes to fund current projects.

The Transportation Fund is 8% Motor Vehicle Registration, 9% Permits/Fees and 83% Motor Fuel/Special Fuel tax. 64% of the funds go to Operations, Safe Sidewalk, Construction Management, Support Services, Engineering Services, Region Management and Equipment, and 36% goes to B&C Roads, other agencies and the TIF.

The Prezi can be viewed in its entirety at <https://prezi.com/wxmalbds1kck/fin-fy2017-udot-funding-prezi/>

COMMISSION STIP WORKSHOP – PROGRAM RECOMMENDATION

Overview

Nathan Lee gave a brief overview of the STIP Workshop, saying it is done in order to help the Commission determine priorities and funding levels of projects, provide for public input and meet strategic goals, as Utah Code and Administrative Rule detail.

He talked about Utah's Unified Transportation Plan, and how funds are put into program categories which determine the projects that make up the Statewide Transportation Program (STIP).

Nathan reviewed the annual STIP Development Process milestones. He said that today's meeting will go over what the program looks like, what needs will be able to be addressed, and where spending flexibility and priority focus recommendations are allowed. In April, the list of projects for each program will be presented for the Commission's approval. The Commission will hear about new projects in the upcoming years, but everything else should remain constant.

After the program and project list is approved, it will go out to the public.

Programming – Allocations and Distributions

Bill Lawrence, UDOT Programming Director, began with a presentation going over 2015's program obligations and the contributions from MAP-21 and FAST Act, which leave UDOT an additional \$20 million of federal funds to program.

Bill discussed the current Federal program obligation projection, and gave an overview of how 2016 pavement funds will be allocated under MAP-21 and FAST Act. \$240 million is needed to maintain the pavement program's current conditions, and the use of the remaining amount is up to the Commission's discretion.

Bill also went over the Federal Program Funding projections and program distributions for fiscal years 2016-2019, as well as the STP Fund Apportionments for each fiscal year through 2020.

Bill also reviewed how State Transportation Funds will be distributed to local governments and into the State Funded Programs (Operations and Safety, System Preservation, Level II Roads and Region Contingency and Other) in fiscal years 2017-2019, and presented how each sub-program from there will be funded.

Chairman Millington asked if the Region Contingency amount of \$1 million is adequate; he said while it's no doubt being used effectively, he wonders if it's enough. In the one-on-one meetings with Commissioners, Region Directors went over their contingency plan, and Commissioner Zeenati was under the impression that Region Four needed more money, that they have more requests than funds.

Teri Newell, Region Three Director said that two years ago, she would have answered there wasn't enough money, but Region Three has restructured their asset management money, finding other ways to fund needs. She said contingency money is stretched and used to do small things, while asset management money is used for other things. A discussion about the flexibility that asset management funds give the Regions took place. Kris Peterson, Region One Director, echoed what Teri said. He said that communities can utilize TAP program funds now that they are State rather than Federal funds.

The group discussed how Region Four has many more small communities than the other Regions, and many of the communities don't bring cash, but can help with management and engineering. The Commission's message to Region Directors was that if there is a meaningful project they don't have the funds for, they should bring it up with the Commission, who can approve the allocation and use of additional money.

The meeting adjourned at 5:28 p.m.


Heather J. Barthold, Commission Assistant